

REMARKS

In the First Office Action the Examiner rejected claims 1-23 under 35 U.S.C. § 103 as being unpatentable over *Gerresheim, et al* in view of *Merz*.

Re-examination and reconsideration of the application as amended is respectfully requested.

Rejection under 35 U.S.C. § 103

The Examiner indicated that *Gerresheim, et al* teach all the features of Applicants' invention other than explicitly disclosing that the electromagnetic path is necessarily formed of a plurality of conductive components of a vehicle. The Examiner stated that *Merz* does teach that the electromagnetic path through which the signals are transmitted is formed of a plurality of conductive components of a vehicle. Furthermore, the Examiner states that *Fima, et al* was cited for its disclosure of a system where conductive components form part of the electromagnetic transmission path.

Applicants respectfully disagree. One of the key features of Applicants' invention is the use of an electromagnetic path which includes a plurality of conductive components of a vehicle. Applicants have amended independent claims 1, 7, and 17 to further indicate that the electromagnetic path includes the ground plane of the vehicle.

Applicants respectfully submit that none of the art of record discloses or suggests using conductive components of the vehicle to transmit a pressure or temperature signal as claimed by Applicants. In particular, the system disclosed by *Gerresheim, et al* does not indicate what type of signal transmission system is used. *Gerresheim, et al* note that "the transmission of the information signals, the evaluation, and the indication can be effected with conventional known means and methods for noncontact transmission of measured values and/or can be effected in an electronic

manner". There is neither an explicit nor an implicit disclosure of using conductive components of a vehicle to transmit the signal.

While *Merz* arguably discloses an electromagnetic path, the electromagnetic path does not include conductive components of the vehicle. In particular, the electromagnetic path is formed by magnet (72') sensors (33'), (34') and coil (100). As noted in the abstract, the transmitter receives its power from an electromagnetic coil. As disclosed in column 6, lines 28-30 of the *Merz* patent, "the signal from coils (33) and (34) is transmitted to the operator's position by a radio frequency transmitter (64)." As such, it is respectfully submitted that *Merz* neither suggests nor discloses the use of conductive components of a vehicle as a part of the electromagnetic path between the sensor transmitter and receiver as claimed by Applicants.

Similarly, *Fima, et al* communicates parameters such as tire inflation pressure using a two-component pickup, one of the components being a coil formed by one or more loops that direct and concentrate a magnetic force field created by the coil for maximum interaction with other components. *Fima, et al* neither suggests nor discloses the use of conductive vehicle components to transmit the signal to a receiver.

The Examiner is respectfully requested to reconsider the rejection under § 103 based on the above. Applicants have amended the independent claims to further distinguish over the cited art of record.

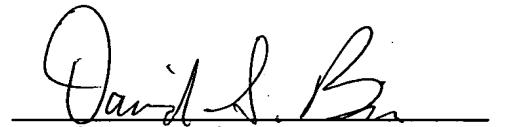
SUMMARY

Applicants have attempted to meet each of the Examiner's rejections and advance the prosecution of this case. Applicants believe that all formal and substantive requirements have now been met and that this case is in condition for allowance, which action is respectfully

requested. No additional fee us believed to be due as a result of the filing of this paper. However, any additional fees may be charged to our Deposit Account as authorized by the original Transmittal Letter in this case. The Examiner is invited to telephone the undersigned to discuss any outstanding issues which may be necessary to put this case in condition for allowance.

Respectfully submitted,

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